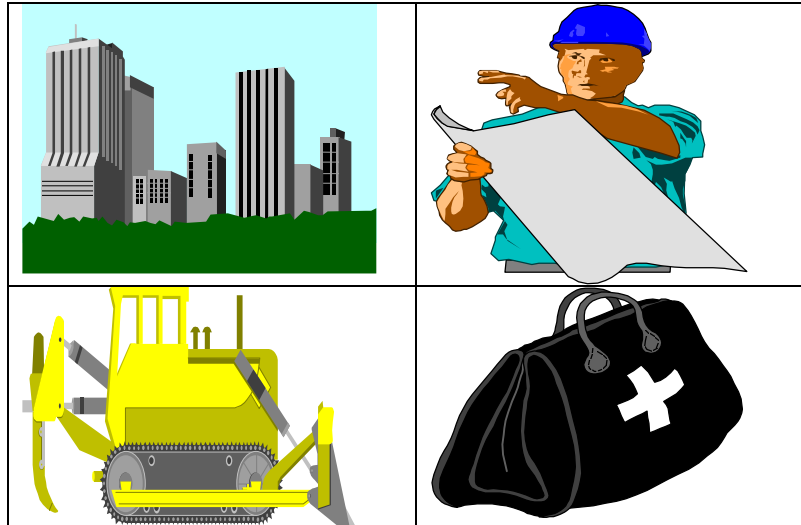


# NAVAL FACILITIES ENGINEERING COMMAND

1322 PATTERSON AVE SE STE 1000

WASHINGTON DC 20374-5056 APPROVED FOR PUBLIC RELEASE



## FY99 SAFETY & HEALTH PROGRAM IMPROVEMENT PLAN

P-1052  
OCTOBER 1998

SAFETY & HEALTH OFFICE  
NAVFACENGCOM SF



DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND  
WASHINGTON NAVY YARD  
1322 PATTERSON AVENUE SE SUITE 1000  
WASHINGTON DC 20374-5065

IN REPLY REFER TO

JAN 11 1999

From: Commander, Naval Facilities Engineering Command

Subj: ACCIDENT PREVENTION

Encl: (1) DOD ACCIDENT PREVENTION PROCLAMATION, JUNE 1998


1. In enclosure (1) the Secretary of Defense states that "even one accident is too many, and I continue to advocate continuous improvement until we reach a goal of zero accidents, occupational illnesses, and fires. This is an ambitious goal, any other goal legitimizes the acceptance of harm. The goal is achievable. Small Defense organizations frequently have long periods without accidents. Large Defense organizations routinely go accident free for days, weeks, and even months."

2. I fully support Secretary Cohen's belief that all accidents are preventable. We must establish a safety culture throughout the command wherein serious injuries and illnesses, with their related costs and lost productivity, are unacceptable. Our people are truly our most valuable resource.

3. Facilities we design and construct must be safe for our clients. We must ensure their specific safety and health needs are identified and the appropriate special controls are designed into facility projects. Designs should minimize hazards to maintenance personnel as well as operators and employees. We must hire quality contractors who work safely to not only protect workers, military and civilian personnel, and dependents, but also to minimize disruption to operations. Apply the five-step process for Operational Risk Management (OPNAVINST 3500.39) during design, construction, public works, environmental, and Seabee training and operations.

4. A keystone to continuous safety program improvement is having a fully technically qualified safety manager with direct access to the commander's immediate staff. This complies with OPNAV direction and ensures the safety manager is in a position to provide immediate advice and assistance. With this attention and commitment to safety, the proper focus on creating an accident-free environment can be achieved.

5. Each commander, commanding officer, and officer in charge is the Safety Officer and is personally responsible for preventing accidents and providing safe services and products.

  
L. M. SMITH

Distribution: (See next page)



# Proclamation

## Accident Prevention

June is National Safety Month, a time to focus on the most important resource we have, our people. Our safety record is exceptional and every member of the Department of Defense should be proud of our record. However, we can do better. Every life lost is irreplaceable. Every day lost to injury and occupational illness is avoidable.

Last September, after a spate of aircraft accidents, I asked the Services to implement a 24 hour safety stand down of training flights to give those who fly and maintain U.S. military aircraft time to focus on making flying as safe as possible. Also last year, I asked the DoD Inspector General to let me know how our safety program is working to protect our people. They say we are doing a good job. But rates for accidents, occupational illnesses, and fires have plateaued in many areas. I say we can do better.

I have stated that even one accident is too many, and I continue to advocate continuous improvement until we reach a goal of zero accidents, occupational illnesses, and fires. This is an ambitious goal, but to endorse any other goal legitimizes the acceptance of harm. The goal is achievable. Small Defense organizations frequently have long periods without accidents. Large Defense organizations routinely go accident free for days, weeks, and even months. Working together, I believe we can and will move toward this goal.

Accidents, occupational illnesses, and fires are an avoidable waste of human and material resources. I therefore would like each of you to help me take the next step throughout the Department by adopting goals of zero accidents, occupational illnesses, and fires as core values of our large organization. Safety is not something we simply add to the task at hand, it must be an integral part of everything we do – both on- and off -duty.

Now, therefore, I, William S. Cohen, Secretary of Defense of the United States of America, do hereby proclaim that accident, occupational illness, and fire prevention is critical to the Defense Department mission and that in the spirit of National Safety Month, we can, must, and will journey together to a safer future.

*William S. Cohen*

## FOREWORD

The FY99 Safety and Health Program Improvement Plan recognizes achievements in FY98 and identifies strategies, quality improvements, metrics and target dates for continuous improvement of the NAVFACENGCOM Safety and Health Program.

This plan was developed in coordination with NAVFAC Safety and Health Directors, Facility Design Safety Engineers, and Construction Safety Program Managers during strategic planning meetings conducted during FY98. Input was also solicited from NAVFAC customers and was coordinated with our field Commands. Our plan focuses on support of Key NAVFAC Mission Areas.

This Safety and Health Improvement Plan is approved for FY99. Leadership attention and commitment throughout the Command is needed to achieve our vision of providing the safest work environment for our people, reducing injuries, illnesses, and cost due to mishaps, and providing the highest quality facilities, products, services, and environment for our customers.



D. L. HAMBROCK  
Deputy Commander for Operations

# **ABSTRACT**

This publication supersedes the FY98 Safety and Health Program Improvement Plan, NAVFAC P-1052 of October 1997.

Part I of this plan discusses development of our Safety and Health Strategic Plan and provides an overview of FY99 Objectives and Improvement Strategies.

Part II provides a Functional Area Analysis, summarizes Quality Improvements achieved during FY98 and provides trends and analyses. Charts and graphs reflecting mishap data through the first half of FY98 will be updated upon receipt of data from CNO/COMNAVSAFCEAN.

Part III contains our FY99 Strategic Safety and Health Improvement Plan. Strategies, quality improvements, target dates and Expected Outcomes for eight Key Mission Areas are provided.

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